

CENTRAL INTELLIGENCE AGENCY REPORT

# INFORMATION REPORT

CD NO

50X1-HUM

COUNTRY

East Germany

DATE DISTR. 4 December 1952

SUBJECT

Notes re 1970 Bridge Construction  
(1970-1971)

NO OF PAGES

PLACE  
ACQUIRED

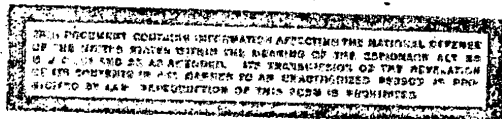
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SUPPLEMENT TO  
REPORT NO.



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the status of the 1953  
bridge construction program as of 31 August 1953;

1. Elde near Plau : All contracts have been placed except for the assembly work. The steel superstructure for the entire bridge is scheduled to be delivered by Stahlbau Werder by 20 October 1953.
2. Neustadt-Glewe: The structure is completed except for minor paving work.
3. Randow-Loecknitz: The abutment on the Pasewalk side of the bridge has been concreted; preparations for the concreting of the roadway have been started.
4. Peene near Zecherin: The materials required for the bridge have been procured except for the ST-44 type rivets.
5. Poene-Demmin: Technical weaknesses were determined in the underground portion of the structure.
6. Randow-Eggesin: The remainder of the required red steel arrived and was butt-welded. A contract for the completion of the bridge embankment and the surfacing of the approach road was placed with VEB Strassenbau in Greifswald. The bridge is scheduled to be completed in November.
7. Uecker in Torgelow: The bridge will be completed in November.
8. Thal near Marzehns: The brick arch of the bridge was nearing completion. Excavation work for the construction of the retaining wall was under way.
9. Notte Canal-Rangow: After the steel required for concreting work arrived, work continued smoothly. Allocations for the bridge have been cut from 475,000 to 300,000 eastmarks.

CLASSIFICATION

THOMPSON - U.S. 1944-1945

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10. Oder-Havel Canal near Havelhausen: Shop work for the bridge will be completed in 1953.
11. Neugarz I (F-102-B-5). The bridge is nearing completion.
12. Neu Schleuse and Archenarm in Rathenow: The 1953 program envisages the completion of the framework of the Achenarm bridge, the completion of the embankment and of the abutments for the bridge over the Schleusen Canal as well as shop work for this structure.
13. Lehnitzer Schleuse: Work on the steel construction of the bridge was 50 percent completed. Work on the foundations of the river piers and the facing of the abutment on the Oranienburg side of the bridge was under way. Construction work was delayed by a shortage of workers and construction machinery.
14. Dosse-Friedrichsdorf: The bridge was scheduled to be opened to traffic in September.
15. Schnelle Havel River-Liebenwalde: Installation work at the construction site was under way.
16. Voss Canal-Liebenwalde: See item 15 above.
17. Muehlenfliess-Ruedersdorf: The original completion date cannot be kept because of delayed delivery of the steel required.
18. Kalkgraben-Ruedersdorf: Work on the steel construction of the bridge continued according to schedule.
19. Bridge over the railroad line near Alt Huettendorf: Construction work continues according to schedule. Work was being done on the concreting of abutments.
20. Bridge on category I road near Alt Huettendorf: Clearing of bridge debris was almost completed. Work was being done on the abutments and the first lane of the bridge. The Bau Union Potsdam requested that the completion date for the structure be fixed after 15 September, because construction work was delayed during the state of emergency.
21. Bridge on category I road near Werbellin: The roadway of the western bridge lane was completed. Work was being done on the abutments. Construction work was delayed by transportation difficulties.
22. Oder-Havel Canal near Finowfurt: First stage of assembly work completed. The material required for the second and third stages of assembly work arrived. An additional 215,000 Eastmarks must be allocated by 1 October 1953 unless construction work is to be interrupted.
23. Finow Canal-Finowfurt: The concrete roadway was 80 percent completed.
24. Lanke-Obersee: Work was being done on the assembly of the eastern roadway. Construction work continued according to schedule.
25. Muellrose: The abutments have been completed. The steel superstructure of the bridge is scheduled to be completed by 31 December 1953.
26. Beeskow: The clearing up of bridge debris has been completed. The eastern abutment was being concreted. Work continued according to schedule.

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27. Hohenwutzen-Oder. The materials required for construction work have been procured except for rod steel required for the caissons. The 1953 construction target will be fulfilled.
28. Schwedt-Oder: Owing to unexpected difficulties in clearing up the bridge debris in the river and to delays in the installation of the construction site, the 1953 goal will not be reached.
29. Bridge over the railroad line near Stegelitz: The bridge was opened to traffic.
30. Bridge over a field path near Werbellin: The bridge was nearing completion.
31. Bridge on a category I road near Rauen: Clearing up of debris was under way and the two abutments were being dismantled.
32. Berkenbrueck: Construction work was proceeding according to schedule.
33. Bridge over a railroad line near Ruhland: The steel construction of the Berlin-Dresden lane was completed. Preparations for the concreting of the roadway were completed. Construction work had to be suspended except for minor activities because 21 tons of rod steel had not been delivered.
34. Freiwalde. The concrete superstructure was completed.
35. Spree-Cottbus: The foundations for the eastern abutment were completed. Ramming work on the western abutment was 80 percent completed. Debris was being cleared for the erection of the center pier.
36. Schwarze Elster-Ruhland: The steel construction has been installed. Preparations for the concreting of the roadway were 90 percent completed.
37. Bridge over the railroad line near Lauchhammer: Work on the installation of the construction site was completed. Work on the concreting of bridge foundations has been started.
38. Prinzwiesen Bridge in Dessau (flood area of the Mulde River). The concreting of the roadway of the bridge was completed on 31 July.
39. Fahrsee Bridge near Dessau: Shop work has been started. Work on the assembly of the bridge will probably be started on 15 October 1953.
40. Mulde-Dessau. Work on the foundation of pier No 3 continued at a slow rate because construction equipment was inadequate.
41. Schumann Bridge near Dessau: Concreting work on the abutment on the Rossau side of the bridge and the two piers has been completed. 50X1-HUM
42. Selke near Hoya: The money required for the bridge has been allocated. Construction work will be executed by the Bau Union Magdeburg. Preparatory work was started on 18 August 1953.

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43. Bridge over the Saale River near Schkopau: The total cost required for the reconstruction of this bridge increased from 200,000 to 550,000 eastmarks.
44. Hoersel near Leina: The surfaces of the abutments and the hinged pier have been completed.
45. Ilm near Mellingen: The 42-meter bridge arch and the supports for the concrete roadway have been completed. Progress of construction work was no longer hampered by a shortage of materials.
46. Jena-Goeschwitz: Spans No 15 and 16, and the piers have been concreted.
47. Kleine Striegis-Schlegel: Piers 1 through 10 have been completed.
48. Saubachtal-Wilsdruff: Rod steel required for the 1953 construction target has been procured.
49. Lustzelbach-Frankenberg: The Dresden-Merane lane has been opened to traffic; work on the construction of the Merane-Dresden lane was started on 10 August 1953.
50. Flur-Kaendler: Assembly work has been started at the construction site. Construction work was delayed because the cast steel bearings were rejected.
51. Gloesa: The Dresden-Merane lane was completed except for minor finishing work. Work on the Merane-Dresden lane was scheduled to be started in late September.
52. Grumbach: The roadway of the bridge and the abutment on the Dresden side of the structure was completed.
53. Grenzer Canal-Parchin: Work on the construction of the bridge was started.
54. Nahmitz: Work on the construction of the bridge was started.
55. Nuthe-Censhagen: The designs for the new bridge have not yet been completed. Work on the clearing up of bridge debris was started.
56. Nuthe-Fahlhorst: See item 55 above. Work on the dismantling of the emergency bridge has been started.
57. Plane-Golzow: Work on the construction of the bridge was scheduled to be started in early September.
58. Vockerode: Shop work for the steel construction from point 0 to point 29 was scheduled to be completed by 31 December 1953. The procurement of the 20 tons of rivets required meets with difficulties.
59. Frankfurt/Oder II: The entire project has been approved and construction drawings were completed. In detail, the status of construction work on the individual bridges of this project was as follows:

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- Bridge 1 : The structure was opened to traffic on 6 July 1953.
- Bridge 2 : The damage of the bridge was repaired. The facing of the western abutment is completed, that of the eastern abutment was 60 percent completed.
- Bridge 3 : was nearing completion.
- Bridge 4 : Excavation work for the construction of the foundations was under way.
- Bridge 5 : No construction work was being done.
- Bridge 6 : The assembly of the first superstructure was completed.
- Bridge 7 : The structure was completed.
- Bridge 9 : The structure was completed.
- Bridge 10 : Arches a and b were completed; arch c was nearing completion; the spandrel bracketing for arch c was being set up.

Progress of work on the project was delayed by a shortage of labor.

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Comment. The report furnished comprehensive information on the status of the East German 1953 bridge construction program as of 31 August 1953. It appears that, except for minor difficulties, caused by a shortage of labor and materials, construction work on the bridges listed continued according to schedule.

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